

ment discipline and methods of these missions have been the subject of universal praise. Their improved agricultural appliances made the State a garden spot.

The history of the Church in the English colonies is, as might be surmised from the intolerant spirit of the age, one of struggle and persecution. Still, from the gloom shine forth lessons of fortitude and courage which, with their proof attendant of Catholic tolerance, form one of the brightest pages in our history.

Persecution in English Colonies.

The first overt act that occurs is in 1623, when Sir George Calvert, a convert to the Catholic faith, obtained a patent for the province of Avalon, in Newfoundland, for the purpose of making it a refuge for his persecuted fellow-religionists. He reached Ferryland in his new possessions July 23, 1627, with colonists and two priests, Mass being openly said in a chapel. He also allowed his Protestant colonists a minister and chapel. Discouraged by the climate, he removed his settlement to Virginia. When he went there, however, the Governor sought to make him take the oath of supremacy. Satisfied that there was no home in Virginia for a Catholic, he sought and received a grant of territory north of the Potomac. This he called Maryland.

Heroic Jesuit Pioneers.

His projects were carried out by his son Cecil. The Ark and the Dove set sail from Cowes on November 22, 1633, and on board were the Jesuits, Fathers Andrew White and John Altham, and the lay-brother Thomas Gervase. On Annunciation Day, 1634, they landed at Saint Clement Island, where Mass was celebrated for the first time, and before a Cross hewn from a tree they recited the Litany of the Holy Cross. At Saint Mary's a chapel was built and a settlement begun, and 'Religious Liberty obtained a home, its only home in the wide world, at the humble village which bore the name of St. Mary's.' Jesuits came constantly to the colony and labored among the Indians. Father White penetrated to Kittamaquindi, whose king, Chilomacoon, he baptised July 5, 1640. The king's wife, child, and chief councillor were also baptised.

A mission was here established. Father White wrote Indian catechisms and grammars, and was the first to attempt to reduce an Indian language to grammatical forms. When Claybourne and his Virginia followers invaded Maryland in 1645 he captured Fathers White and Copley, who were sent in chains to England for trial. In 1649, Leonard Calvert called a council, which, composed of nine Catholics and five Protestants, passed the celebrated 'Act concerning religions,' which is the proud boast of Maryland, insuring, as it did, perfect equality and liberty to all believing in Christ. At this time the Catholics numbered three-fourths of the population.

Catholics Excluded from the Protection of Laws They Made Themselves.

In 1652 an assembly was convened by the Commonwealth Commissioners, whose first act, after depriving Catholics of the right to sit therein, was to exclude Catholics from the protection of the laws of toleration they themselves had made. Priests were hunted from their houses and driven into Virginia, where they remained in hiding until the authority of Lord Baltimore was restored, when religious toleration was again reinstated.

In the colony of New Netherland, or New York, there were but few Catholics. In 1626 there were two Catholic soldiers at Fort Orange, a Portuguese Catholic woman and a Catholic Irishman were met by Father Jogues at New Amsterdam in 1643. In 1674 James sent Anthony Brockholls, a Catholic, as second to Governor Andros. He was at various times Commander in Chief and member of the Council. Father Hennepin in 1677 was invited to visit some Dutch Catholics at Albany. William Douglas, a Catholic, elected to the Assembly from Bergen in New Jersey, was excluded and a new election ordered.

New York's Catholic Governor.

The first Catholic of commanding position in New York was Thomas Dongan, who had been Governor of Tangier, and who was appointed Governor in 1682. He sought to establish a Jesuit mission at Saratoga. Father Thomas Harvey embarked with him, and, arriving at Nantasket in August, 1683, travelled overland with him to New York. It is believed the Superior of the Maryland Jesuits, Father Gulick, after travelling through New Jersey, was here to meet him. The first spot where Mass was regularly said in New York was in the small chapel within the fort, which was served by two priests in attendance on the Governor. Governor Dongan's first act was to convene the first Legislative Assembly, which on October 30, 1683, passed a

'Bill of Rights' similar to that of Maryland, guaranteeing freedom of conscience to all.

(To be concluded.)

THE AMERICAN NAVY

ITS SMALL BEGINNINGS

The American Navy, which had its beginning a century and a-quarter ago, and was then established purely for defensive purposes, will be represented at Auckland next week by sixteen battleships and a fleet of auxiliaries. At the reception to the officers and men at Los Angeles, California, Bishop Conaty, in proposing the toast of the United States Navy, referred to its establishment and development. He spoke in part as follows: 'It is a long cry from the Irish O'Briens of Machias in Maine, who in the days of the Revolution won the first battle on the seas, "The Lexington of the Sea," to the Virginian Evans at Fort Fisher, at Santiago, and now the honored guest, the proud commander of the greatest fleet that ever sailed the sea under the orders of one man. It is a history full of manliness and duty—full of glory and renown. In examining that scroll of honor between these two great periods, covering as they do 133 years of our national history, we are proud to find among the heroes of our naval life the representatives of all the great nations whose children have made the bone and sinew of our glorious Republic. Barry and Jones, Perry, Decatur, Lawrence, Farragut, Porter, Dahlgren, Franklin, Melville, Dewey, Schley, and Evans are types of the brave men who have defended and maintained our political rights, and made this Republic the best the world has ever known. The presence in our Pacific waters of the mighty ships of our Atlantic fleet is not for us merely an occasion of joy and pride, but it very strongly localises our attention upon the responsibility of our navy to preserve peace, develop our trade, and defend our rights before the world. Our fleet is thoroughly American, its ships, its officers, and its men; and in it is represented every section of the country.

As we look upon these great instruments of modern warfare and realise the strength that comes to us from their protection, one cannot fail to go back to the early beginnings of our country and to the first days of our naval history. Jeremiah O'Brien and Dennis O'Brien were two Irish boys of Machias, in Maine, who under the inspiration of the news from Lexington captured an English sloop in the harbor, manned it, and with it defeated the Margareta, winning the first naval battle, which our history has honored with the title of "The Lexington of the Sea." Captain John Barry, of the ship Lexington, was made captain of the New United States Navy by Washington in 1775, and is said to be the first commodore of anything in the shape of a navy. We are familiar with the story of Barry and Jones and Hull, and we realise that even in these modest beginnings the character of our seamen went far toward determining the issues of the Revolutionary War.

The Civil War found the country unprepared in matters of the sea, but merchant vessels were changed into ships of war, and the merchant marine furnished the trained men, through whose skill and bravery so much strength was given to the salvation of the Union. At the close of the Civil War our navy was among the most powerful in the world, but it consisted mostly of wooden ships. The time had come for a larger and better navy, which would have all the spirit of '76, of 1812, and of '61. President Arthur in his first message said that every consideration of national safety, economy, and honor imperatively demanded a thorough rehabilitation of the navy. The American Republic had ceased to be a power confined to its own States—it was reaching out toward a place in the world Powers. The wooden ships had yielded to those of steel, and the ship of three thousand tons to that of five thousand tons. The new ships were built in our own country, and the steel was entirely of domestic production. The White Squadron was the first great demonstration of a modern efficient navy. Then came the battleship and protected cruiser, the torpedo and dynamite boat.

In 1892 the Iowa came with its eleven thousand tons and its brave, noble-hearted commander, the beloved "Bob" Evans. Battleships became more huge, until at present monster ones of twenty thousand tons are being built for our navy. Our senior Senator from California, Senator Perkins, in a recent speech in the Senate, made the statement that in July of last year the navy of the United States consisted of 325 vessels, of which 285

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